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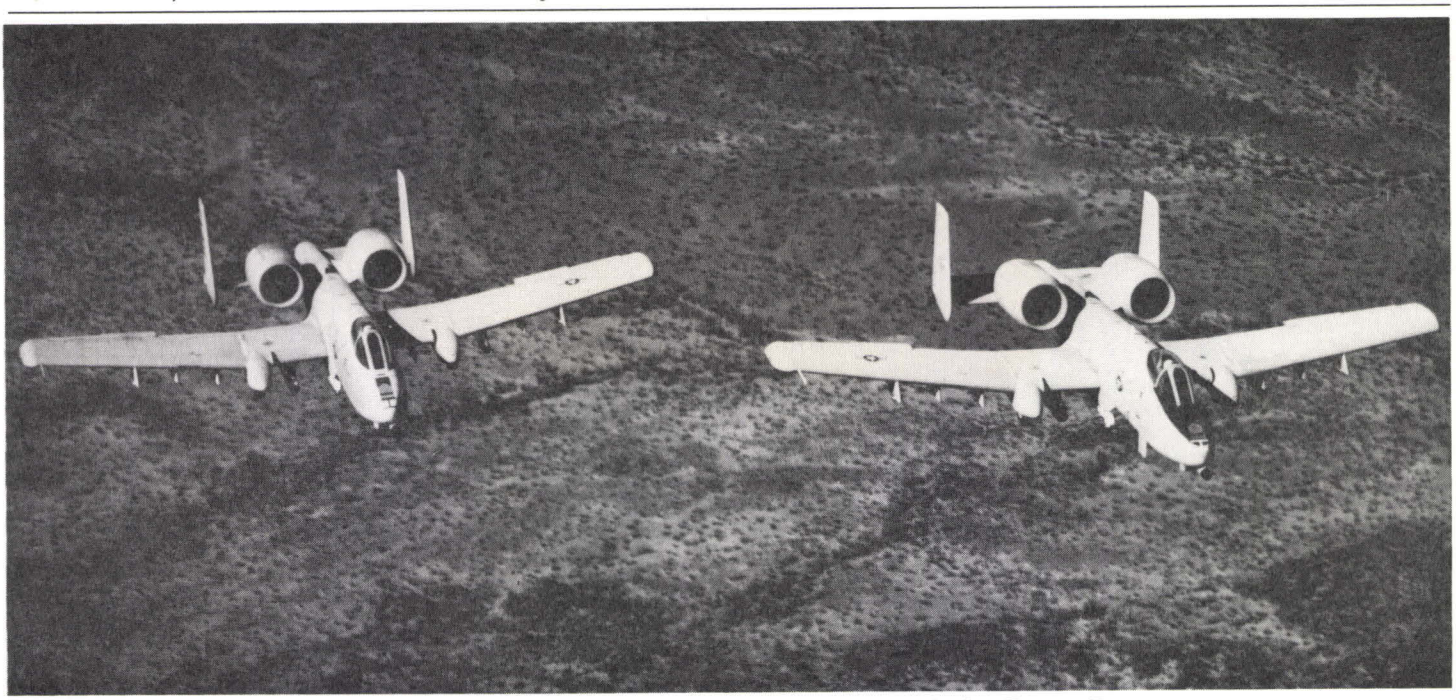

A-10 Thunderbolt II's stationed at Myrtle Beach Air Force Base

Myrtle Beach AFB, born in 1940, is Horry County's largest employer

MYRTLE BEACH AIR FORCE BASE, S.C. — At the south end of Myrtle Beach, a few miles before you reach Surfside Beach, is Myrtle Beach Air Force Base.

Although the residents of the Grand Strand are familiar with the olive drab planes zooming over the beaches and highways, our visitors might like to know something about the base and its aircraft.

The base was born in 1940 when the local municipal airport was incorporated into the national defense program. On Nov. 3, 1943, the installation was designated Myrtle Beach Army Airfield, with almost 100,000 acres of owned and leased land for a bomb and gunnery range.

During the early years of World War II several thousand replacement crew members received their first combat training at the field, which also served as a prisoner of war camp. By the end of the war it was used primarily in support of Civil Air Patrol, National Guard and U.S. Military Academy encampments. Closing in November 1947, the field was returned to the city of Myrtle Beach.

Several attempts to reopen the base were futile, until the citizens of Myrtle Beach donated the airport to the U.S. Air Force in September 1954. The base was officially reopened on Pearl Harbor Day, Dec. 7, 1956, as a Tactical Air Command installation.

Before the reopening, a wing had been designated to operate from the base. On Nov. 19, 1956, the 354th Fighter-Day Wing was activated and evolved into the current host, the 354th Tactical Fighter Wing.

The base runway — owned, operated and maintained by the Air Force — is shared with the Horry County Airport Commission. Thousands of visitors arrive and depart monthly from the terminal on the east side of the runway while the Air Force operates its aircraft from the west side. These capital assets, worth over $12.1 million, involve an annual operating cost of over $2 million.

According to the latest comparison made with payrolls of firms covered by the South Carolina Employment Security Law, the base's $62.9 million-plus payroll makes the base

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PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Federal recordation statute preempts state law

By Henry M. Burwell

On June 15, 1983, the United States Supreme Court decided that state laws which allow undocumented or unrecorded transfers of interest in aircraft to affect innocent third parties are preempted by the provisions of the Federal Aviation Act of 1958 (ACT) concerning recordation of aircraft interests *(Philko Aviation, Inc. v. Shacket,* Supreme Court of United States, No. 82-342, 17 Avi 18,427). South Carolina statutes are affected by this decision.

The Philko case occurred in Illinois. An aircraft dealer sold an aircraft to the Shackets. The Shackets took possession of the aircraft and left the recordation responsibility of the original bill of sale with the dealer. The Shackets did not attempt to register their title. The dealer sold the aircraft a second time to Philko. Philko's bank recorded its interest in the title with the FAA at the federal registry in Oklahoma. The Shackets sued in the federal district court which determined the shackets were "buyers in the ordinary course" who obtained good title to the aircraft from the dealer. The U.S. Court of Appeals affirmed the lower court decision. *(Shacket v. Philko Aviation, Inc.,* U.S.C.A. 7, No. 81-1249, June 22, 1982; 17 Avi 17,823).

The effect of the Supreme Court decision on South Carolina statutes seems clear. The lower court in Illinois determined that the Shackets got good title because they were buyers in the ordinary course under the Illinois Uniform Commercial Code Section 1-201(a). Under that statute Shackets qaulified as purchasers in good faith without knowledge that the sale may have been in violation of the ownership rights by security interest of a third party. The South Carolina statute is nearly identical to the Illinois provision (South Carolina Uniform Commerical Code Section 36-1-201(a)).

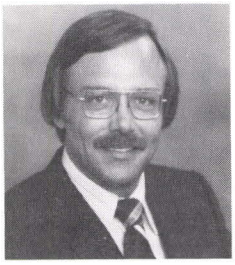
In reversing the summary judgements of the trial court, the Supreme Court held that as a matter of law it cannot be said an unrecorded transfer of an aircraft which may be valid under state law has any such validity against innocent third parties. The court further held that Section 503(c) of the ACT means that in order for a transfer of an aircraft to have validity against the claims of innocent third parties, the transfer must be evidenced by a written instrument and the instrument must be recorded with the FAA. Further, state laws which permit undocumented or unrecorded transfers are preempted because such state laws directly conflict with Section 503(c) of the ACT. The court went on to explain that even though state law may determine priorities, all interests must be federally recorded before such interest may obtain any priority under state law.

Since the case was remanded to the trial court, it must now decide if Philko has a valid interest under state law and therefore is to be awarded title to the aircraft. In effect, the U.S. Supreme Court ruling has determined that the state law of Illinois does not validate Shackets' claim because of Shackets' failure to register with the FAA.

The Uniform Commercial Code of South Carolina has excluded aircraft secured transactions from Article 9 to the extent such transactions are governed by any statue of the United States (§36-9-104(a)). Further, the code does not require filing of security interests in property subject to a filing system established by a federal statutory system (§36-9-302(3)(a)). As a result of the *Philko* decision, it appears that if an aircraft purchaser fails to register its interst on the FAA Registry in Oklahoma, that notwithstanding the validity of the transaction under state law, it cannot claim the statutory or common law protection formerly afforded a "buyer in the ordinary course of business" if a subsequent innocent third party claimant registers its interest on the federal registry. ✈

Mr. Burwell is a resident partner with the law firm of Barringer, Allen, Pinnix & Burwell in Greenville, South Carolina.

Mansfield named general manager of Hawthorne Sales



James Mansfield

Hawthorne Aviation of Charleston recently announced the promotion of James Mansfield to General Manager of the company's Aero Sales Division.

In his new position, Mansfield will be responsible for the operation of the Aero Sales Division, a wholesale distributor of aircraft and parts for Piper Aircraft Corporation.

The Division's sales territory covers a five-state area, including South Carolina, North Carolina, Georgia, Kentucky and Tennessee. Prior to accepting the General Manager position, Mansfield served as the Distribution Sales Manager for aircraft within the division.

Dean Harton, Executive Vice President, said: "Mr. Mansfield has served as a salesman, territory sales manager and distribution sales manager previously. In every position he has demonstrated both technical and management talent. We are confident that he will lead the Aero Sales Division to renewed success in the future." Prior to joining Hawthorne in 1976, Mr. Mansfield worked for Thurston Aviation in Charlotte, North Carolina. He is a native of Louisville, Kentucky. ✈

20-year Air Force vet opens A & P shop at Chester

Cecil Barrow, a 20-year Air Force veteran, has opened an engine and airframe repair shop in Chester which he plans to develop into a full Fixed Base Operation (FBO).

Aero Tech Aviation is open from 8 a.m. to 5 p.m. weekdays and is located on the airport across from Commander Instruments. The phone is 377-1010.

Barrow said he will have 100 LL and Jet A fuel available in about 90 days and plans to install T-hangars on the field. In addition, he will offer flight instruction. He holds commerical, instrument, multi-engine and flight instructor ratings.

Before coming to Chester, Barrow was director of maintenance, part 135 for General Aviation, Inc. at Greenville Tenn, a post he held for 15 months.

While in the Air Force, he worked on turbine as well as reciprocating engines. He also did maintenance work for Air Force Aero Clubs from 1971 to 1975. His last duty assignment was Shaw Air Force Base. He holds A & P and AI Licenses. ✈

Air show set Sept. 18 at Cheraw

The Cheraw Kiwanis Club is sponsoring an air show at Cheraw Airport Sept. 18 featuring Kim Pearson of Sumter and other aerobatic acts.

Pearson, flying a black and white Pitts Special, will thrill onlookers with his repertoire of stunts including an inverted ribbon cutting.

Danny Byrum will land his J-3 Cub on a pickup truck driven by his wife and Kenny Hanke, of Clio, will give a demonstration of ultralight aerobatics.

Also appearing will be Dr. Butch Harbold Flying his Chipmunk, the Raeford Parachute Jump Club and the Jungle Aviation and Radio Service (JARS) with their Helio Courier.

Proceeds from the show will go to benfit underprivileged and handicapped children and to establish a scholarship fund for Jonas Whitley's two daughters. Whitley, the former airport manager, was killed May 12 in an aircraft accident on the field.

For more information contact: Paul Urban, 209 Funderburk Dr., Chester, SC 29520 (803/537-5161). ✈

EAA barbecue is rescheduled for Sept. 24

The EAA fly-in and barbecue at Clarendon County Airport, originally scheduled for Sept. 4, has been rescheduled for Sept. 24 so as not to conflict with the labor day weekend.

All EAA Chapters in the state plus those in Augusta and Savannah are invited to come on down, fill up on barbecue and share your experiences with other chapter members around the state.

"We're going to put a hog on the fire and we'll probably fly the glider and maybe the seaplanes and we'll probably have some ultralights," said airport operator Bill Stoia.

The idea for the get-together came from Earl Fisher, former president of the now disbanded EAA Chapter 477 in Charleston. Fisher said the chapter had some money left in the treasury and decided to sponsor the barbecue.

Fisher hopes the fly-in can be the kickoff for an annual event much like the Old South Fly-In that, in the past, brought together EAA chapters in the Carolinas, Georgia, and Virginia.

For more information call Earl Fisher at 747-9764 after 6 p.m. or Bill Stoia at 478-2211. ✈

Breakfast Club

The S.C. Breakfast Club will meet at the following airports during September and October:

Sept. 11	Davis Field, Abbeville
Sept. 18	Cheraw Airport, Cheraw (special meeting-airshow)
Sept. 25	Sumter Airport, Sumter
Oct. 9	Oswalt Field, Batesburg

Tire Hyd

By understanding how it happens, pilots

The following article originally appeared in ***Aviation Mechanic's Journal.*** *It is reprinted here in the interst of aviation safety.*

One interesting phenomenon of runways is that when they get wet they can turn into instant trouble for an airplane, transforming it into an aerodynamic surfboard with little or no directional control for the pilot.

The cause of this problem is known as tire hydroplaning. A thin, almost invisible layer of fluid beneath the tires that partially or completely eliminates effective tire contact with the runway. There are three types of hydroplaning for pilots to be aware of: dynamic, viscous and reverted rubber. Each has its own peculiar effect on airplane control.

It has been known for decades that a layer or film of water on runway surfaces can impede safe handling characteristics, especially brake effectiveness.

Takeoff Hydroplaning

A takeoff hydroplaning scenario might go like this: As the airplane accelerates, water depth on the runway tends to resist any displacement by the weight of the airplane against it. This results in a small wedge or wall of water being built up under the tire, forming from the front of the tire to the rear, soon underlying the entire "footprint" area.

As the takeoff roll continues, the pilot begins to experience loss of directional control, characterized by a gentle, swerving motion of the airplane.

The airplane is now riding on the fluid. Vertical forces of hydroplaning have gradually lifted the tire off the runway until complete loss of contact occurs (hydroplaning forces, like any other force, have a direction or component through which it acts), making for some exciting moments until rotation speed arrives. The pilot may be able to rotate by the time hydroplaning enters the incipient (beginning) stage, but a strong urge to pull it off permaturely could lead to stall or near-stall results.

Should an abort situation arise, the speed buildup and lack of tire contact may easily nullify any braking action. Braking may not be effective until speed decreases enough to dissipate the wedge of water under the tires.

Slowing down under hydroplaning conditions becomes a matter of throttle reduction and not braking. Eventually the tires resume good contact with the runway and brakes work well again.

Let's discuss the three types of hydroplaning, their particular characteristics and how each may affect takeoff and landing.

Dynamic Hydroplaning

With this version of hydroplaning, standing water (one-tenth of an inch is sufficient) acts to lift tires off the surface. Dynamic hydroplaning is the type most often encountered by general aviation pilots.

Since dynamic hydroplaning is directly affected by tire inflation and condition, it is a good idea to consider the effects of design care and maintenance of typical light aircraft tires.

Most general aviation tires are designed to dissipate water from around the tread area. Circumferential grooves around the tire have varying depths to allow water to escape, permitting the shoulder area of the tire to make easier contact with the runway. These grooves also permit flexing that increases ground handling ease.

Overall condition of the tires with respect to tread wear, remaining groove depth and inflation have a significant effect on how well tires perform under dynamic hydroplaning conditions.

Uneven tread wear caused by improper inflation can wear down the center tread area, if the tire is over inflated, and the outer tread areas near the sidewalls is under inflated. Less area is available for water to escape through the grooves and less tire area is making contact with the runway.

With under inflation there is not enough internal tire pressure to keep the center tread and grooves in contact with the runway, resulting in the outer tread doing all the work. The center tread and grooves ride high enough off the runway to be of little help.

By maintaining proper tire inflation, pilots can lessen the chances of dynamic hydroplaning. Tire inflation should be checked at least every 30 days. Flying from a hot climate to a cold one will affect inflation and should be considered. An under- or over-inflated tire could increase the

Hydroplaning occurs with all aircraft, both

oplaning:

n lessen the chances of it happening

possibility of dynamic hydroplaning, because the tire(s) may have been, for example, under inflated at departure from a hot climate, but will be severly under inflated when landing at an airport in a cold climate. By keeping tire inflation correct, there is less chance of problems should hydroplaning situations occur.

Viscous Hydroplaning

A smooth surface and extremely thin film of water are required to cause this type of hydroplaning. Viscous hydroplaning differs from the dynamic version because tires never penetrate the film of water. Viscous means a semi-fluid state. Such a condition could occur when ice is transitioning from solid to liquid state.

When this happens, the tires cannot always penetrate the extremely thin water layer which may not be more than a thousandth of an inch thick.

The tires simply never gain contact with the runway suface. Viscous hydroplaning can also occur at lower speeds than its dynamic cousin, because the water on the taxiway/runway is of sufficient depth to prevent tire contact with the surface. The tires roll on top of the water film. This feature of viscous hyrdoplaning means that even at high taxi speeds it can be encountered, and it can be aggravated by worn tires having a slick tread area. This lack of tread makes penetration of the film layer even more difficult.

Probably the most important thing for pilots to remember about viscous hydroplaning is the low speed threshold it exhibits. High speeds aren't necessary . . . fast taxi speeds are enough to induce it. The pilot is totally robbed of directional control with this type of hydroplaning.

Reverted Rubber Hydroplaning

Reverted rubber hydroplaning is different than other hydroplaning because, for it to happen, additional conditions are required. A wet runway and a skid, such as an emergency abort, must occur.

When hard braking is applied for slowing down or stopping after an aborted takeoff or emergency stop situation, the tire is *locked up* and can't rotate, causing rapid heat buildup.

When the tire begins to smoke, rubber debris build up under the tire. As the skid continues, more and more debris cause a barrier to form against the water, preventing it from escaping past the tire.

A *seal* has now been created that acts like a pressure cooker, heating the water under the tire to a point where steam exists. The steam is strong enough to support the tire and prevent runway contact. Should the skid continue, the tire enters reverted rubber state as more heat, steam and rubber debris continue the process. Reverted rubber hydroplaning is known to occur on all sizes of aircraft from general aviation trainers to heavy jets.

rge and small, under the right conditions.

Calculating Hydroplaning Speeds

The Federal Aviation Administration has conducted many tests to determine the threshold of hydroplaning for various aircraft. These tests showed that dynamic hydroplaning requires a minimum tire rotation speed of 8.6 times the square root of tire pressure in pounds per square inch (psi).

For an airplane with a main gear tire pressure of 25 psi, the threshold of dynamic hydroplaning would be 43 knots. If nose gear tire pressure was 36 psi, then the speed for that tire would be 51.6 knots.

Hydroplaning threshold speeds can be easily calculated for any airplane by using the formula for tire pressures in the POH (Pilot Operating Handbook).

The speeds determined from using the formula are the LOWEST speeds to enter the threshold of dynamic hydroplaning. Once hydroplaning has started, it can persist down to lower speeds. Even though landing roll speed has decreased sufficiently for a taxiway turnoff, the tires may still be partially hydroplaning. Every pilot should be aware of all three types of hydroplaning and their effects on airplane control.

Proper touchdown airspeed, careful application of brakes and control of preturnoff speeds on the runway are the basis for dealing with potential hydroplaning. Plan approaches and landings with current runway conditions in mind.

Hydroplaning is another of the endless phenomenon airmen need to contend with. By recognition of its effects on airplane control, it can be dealt with successfully without an unwelcome lesson in aerodynamic surfing! ✈

July GA shipments continue at low levels

July general aviation shipments totaled 209 aircraft worth $80.1 million compared with 319 units worth $121.3 million during July, 1982. Compared to the same month last year, July shipments were down 34.5 percent in units and 34 percent in billings.

The normally low July shipments brought 1983 year-to-date deliveries to 1,596, 43.7 percent fewer than the 2,835 planes shipped during the period in 1982. The year's billings total $734.6 million compared to $1.193 billion for the first seven months of 1982, a decrease of 38.4 percent.

The industry delivered seven business jets during July bringing the 1983 total to 68, 54.7 percent fewer than the 150 business jets delivered by this time last year. Turboprop deliveries, fourteen in July, boosted the year's deliveries to 156 compared to 308 in 1982, a decrease of 49.4 percent for the period.

Thirty-eight piston twins were delivered in July, the same number delivered in July, 1982, although year-to-date shipments stand at 262, down 45.2 percent compared to 478 during the period last year. A total of 60 ag aircraft (seven in July) have been delivered compared to 103 through July, 1982, a decrease of 41.7 percent. July deliveries included 143 singles bringing the 1983 total to 1,050, down 41.5 percent compared to 1,796 singles shipped through July, 1982.

GAMA president Edward W. Stimpson noted that July deliveries are normally somewhat lower than average due to plant vacation schedules. Extended production shutdowns have been announced recently by some general aviation firms, but Stimpson expected that deliveries would continue as some firms deliver aircraft from existing inventory.

Exports continue to lag somewhat with July export of 49 aircraft worth $17.6 million, down 48.4 percent in number and 71.7 percent in billings compared with July, 1982, export of 95 aircraft worth $62.2 million. For the year, export of 363 aircraft worth $202.4 million is running 55.7 percent behind in units and 52.8 percent lower in billings compared with 820 exports worth $428.7 million through July, 1982.

For July, exports constituted 23.4 percent of shipments and 22 percent of billings. For the year, 22.7 percent of shipments and 27.6 percent of billings were in export trade. ✈

AIRCRAFT SHIPMENTS BY TYPE

	1983	1982	% Change
SINGLE ENGINE	1,050	1,796	-41.5
AG PLANES	60	103	-41.7
MULTI-ENGINE	262	478	-45.2
TURBOPROP	156	308	-49.4
JET	68	150	-54.7

Congress impedes FAA efforts to close FSS

The United States Congress has taken a giant step toward roadblocking the plans of the Federal Aviation Administration to dismantle more than 250 Flight Service Stations nationwide and consolidate those operations into 61 automated FSS facilities. In dramatic fashion, the Congressional Appropriations Conference Committee moved swiftly to adopt Senate-passed legislation and derail FAA's Flight Service Station closure/consolidation programs.

John L. Baker, president of the 265,000-member Aircraft Owners and Pilots Assocation (AOPA), which opposes FAA's intentions and agressively supports the new legislation said, "This is a major victory for AOPA, our members and all air travelers who are dedicated to ensuring aviation safety inthe United States."

The legislation contained in bill HR 3329 prohibits FAA from closing any FSS before December 1, 1983; directs FAA to present to Congress by October 1, 1983 a ". . . detailed, site-specific and time-phased plan . . " for all FSS closures or consolidations planned during the next three years; and, opens the door for any authorizing or appropriations committee of the Congress to request hearings on FAA's Flight Service Station program.

According to Baker, "FAA has been playing a shell game with the flying public on this entire Flight Service Station issue without heeding the concerns of the people who use FSS facilities. Now, Congress has called their bluff."

The bill cuts $39 million from FAA's Flight Service Station Facilities and Equipment budget request. In all, more than $250 million was slashed from the Administration's F & E budget. Additionally, the bill recommends FSS staffing levels of more than 4,500 specialists. FAA has planned to reduce FSS staffing to fewer than 2,000 during the next 17 years. ✈

Overlay program shows big gains

The FAA program to improve aircraft braking and direction control on wet runways has resulted in the upgrading of nearly 500 runways at more than 360 airports in the last six years.

According to Associate Administrator for Airports William Shea, 363 airports have used Federal airport development funds to improve runway surfaces by grooving the surface or using porous friction coarse overlays and 100 have other treatments such as wire combing, aggregate friction seal coarses and rubberized friction seal coarses.

Shea said the agency is giving top priortiy in this program to treating runways served by turbojet aircraft which have higher landing speeds and, thus, greater potential for hydroplaning on wet runways. Of the 255 commercial service airports with scheduled turbojet service, he noted, 183 (72 percent) have a least one surface-treated runway. Moreover, 78 of the 183 have more than one.

As an indicator of FAA's high priority to treat runway surfaces at commerical service airports, Shea pointed out that Federal discretionary funds are not allocated for these airports unless the projects consider grooving or other surface treatments for all primary and eligible secondary runways, consistent with other runway safety needs. ✈

Whirly-Girls 1984 Scholarships applications now available

Applications are now being accepted for two Whirly-Girls 1984 Scholarships ($4,000 each) which will be awarded next January to two deserving women pilots for use in obtaining an initial or an add-on helicopter rating.

Each year, since 1968, The Whirly-Girls, international women helicopter pilots, have awarded the Doris Mullen Whirly-Girls Scholarship in memory of Doris Mullen, Whirly-Girl #84. The 1984 Scholarship will be awarded to a commercial woman helicopter pilot to allow her to purse additional helicopter ratings to further her degree to professionalism and marketability as a professional pilot in the helicopter industry.

The 1984 Dr. Dorothy Jean Flint Memorial Scholarship will be awarded a deserving woman commercial airplane or private helicopter pilot to achieve her initial helicopter rating or upgrade her private helicopter rating.

Dr. Flint, a graduate of Mills College, Oakland, California and the University of Pennsylvania Medical School, Philadelphia, Pennsylvania, began flying helicopters in 1968 while on the staff of the Neurosurgical Clinic for Children in Media, Pennsylvania. She was Whirly-Girl #132. A private airplane and helicopter pilot, a practicing psychiatrist and a pioneer among women neurosurgeons, Dr. Flint died of cancer on February 11, 1983 in Carmel, California.

Applicants for the 1984 Doris Mullen Scholarship must have true financial need, currently hold a commerical helicopter pilot license, must be representative of the high standards upheld by The Whirly-Girls and must have demonstrated a strong desire and a sincere effort to pursue a career as a helicopter pilot.

Applicants for the 1984 Dr. Dorothy Jean Flint Memorial Scholarship also must have true financial need, hold at least a commerical airplane and/or private helicopter pilot license, have demonstrated a sincere effort to pursue a career in the aviation industry, with a genuine desire to specialize in helicopters and must be representative of the Whirly-Girls high standards.

Scholarship applications are available from The Whirly-Girls, Suite 700, 1725 De Sales Street, N.W., Washington, D.C. 20036, U.S.A. Applicants are asked to indicate the Scholarship for which they are applying and enclose check in the amount of *$10* payable to The Whirly-Girls Scholarship Fund to cover the cost of processing and mailing. *Deadline* for receipt of completed questionnaires is *NOVEMBER 1, 1983.*

The winners of the 1984 Scholarship will be announced in January.

Organized in 1955, wth the then 13 women helicopter pilots in France, Germany and the U.S.A. The Whirly-Girls now number 408 in 23 countries. In addition to the member's dues, The Whirly-Girls Scholarship program has had the support of The Flying Physicians Association, the helicopter manufacturers, The Ladies and The Men's Auxiliaries of The Whirly-Girls, whose members are international industry leaders, husband/instructors of Whirly-Girls, military aviation and civilian friends.

The 17th Annual Doris Mullen Whirly-Girls Scholarship and the 1984 Dr. Dorothy Jean Flint Memorial Scholarship will be presented at The Whirly-Girls Scholarship Awards Dinner, Friday January 20, 1984 at the Las Vegas Hilton Hotel, Las Vegas, Nevada. ✈

FAA approves synthetic Oil

A new advanced 100% synthetic lubricant for reciprocating aircraft engines recently received Federal Aviation Administration approval, STC SE128NE for AVCO-Lycoming engines. The oil is a 15W-50 synthetic engine oil named "AVOIL." It is manufactured by AMS/OIL Inc. of Superior, WI, a major developer and manufacturer of synthetic lubricants for piston-type engines.

AMS/OIL AVOIL represents a significant breakthrough in the lubrication of piston-aircraft engines. The performance features of the new oil include sub-zero temperature starting (with pour point of -60 degrees F.) and high temperature protection with resistance to thickening and thinning due to extreme oxidation stability, a normal characteristic of AMS/OIL synthetic lubricants.

AVOIL is available for purchase through AMS/OIL dealers in the U.S., Canada, Australia, New Zealand, Great Britain, and Puerto Rico. More details about AVOIL, or any of the other AMS/OIL lubricating oils or the AMS/OIL business are available from Ken Fugett, Colonel, USAF (Retired), AMS/OIL DEALER, 914 Green Terrace Lane, Duncanville, Texas 75137, Phone 214/296-0261. ✈

SOUTH CAROLINA
AERONAUTICS COMMISSION
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Myrtle Beach A-10's fill Grand Strand sky

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the largest employer in Horry County and represents almost 20 percent of the county's total payroll.

The base's workforce is comprised of more than 3,200 active duty members and approximately 450 civilian employees.

Since 1957, the 354th Tactical Fighter Wing has flown three different types of aircraft including the F-100D Super Sabre and the A-7D Corsair II.

The wing currently flies the Fairchild Republic A-10 Thunderbolt II.

The mission of the 354th Tactical Fighter Wing is to maintain the capability to deploy worldwide and to provide close air support and anti-armor operations in a low, medium or high threat environment.

The wing's flying units, are the 353rd Tactical Fighter Squadron "Black Panthers," 355th Tactical Fighter Squadron "Fightin' Falcons," and the 356th Tactical Fighter Squadron "Green Demons."

The A-10 Thunderbolt II is the first aircraft in the U.S. Air Force inventory to be specifically designed for close air support.

The A-10 is a single-seat, twin-turbofan, subsonic aircraft, with a speed of approximately 400 miles per hour. However, its relatively slow speed and miraculous maneuverability are essential to both its ground support role and its protection.

The typical A-10 pilot is not too concerned with the threat of enemy fighters. First of all, the A-10 operates "on the deck" in its support of friendly ground forces making it very difficult for the radar in enemy aircraft to pick the A-10 out of ground clutter. Secondly, modern jet fighters would be traveling at very high speeds above the treetops. Their great speed alone would make chasing A-10s at low levels a very dangerous vocation for an enemy fighter pilot. In addition, the A-10s maneuverability is far superior to that of any potential enemy fighter aircraft.

The A-10 is armed with a 30 millimeter, seven-barrel General Electric Gatling gun, capable of firing up to 4,200 rounds per minute. It can carry up to 16,000 pounds of mixed ordnance including bombs and Maverick missiles.

The A-10 is very sturdy and has four self-sealing fuel tanks, as well as armor around the cockpit and its critical flight control components.

The 354th Tactical Fighter Wing was the first Air Force unit to be operationally equipped with the A-10. The personnel of the wing are constantly training under simulated combat conditions.

To those who live and work here, the base and the A-10 are looked upon with tremendous pride and affection. It is the hope of everyone at Myrtle Beach Air Force Base that residents and visitors to the Grand Strand will look upon the base and the A-10 with similar pride and affection. ✈

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.